

was something in the statement he laid before the Registrar-General. And yet in the face of this, these two special jurors deliberately ignored his lordship's plain direction. "If Mr. Ward voluntarily laid the information, and without the consent and knowledge of Mr. Fraser-Smith, then Mr. Fraser-Smith had no hand in any conspiracy and the defendants must be acquitted." Is it not plain as the sun at noon, on the evidence of Major-General Gordon and Mr. Arthur, in addition to Mr. Ward's assertion, that Mr. Fraser-Smith could not possibly have known the information was going to be filed and could not possibly have given his sanction to Ward? Is it not patent to the dullest perception that Ward himself didn't know anything about laying the information being contemplated until General Gordon casually met him in the Police compound and walked him direct into the Magistrate's office?

Can anyone conceive the possibility of any two men, far less two men in the positions of these unfortunate defendants, not merely conspiring to ruin a person of Mackinnon's class and antecedents but actually concocting the frightful social history detailed in Mr. Ward's statement? Such a thing is quite impossible, and it must not be overlooked that the truth of a good deal of the story was shown in the witness box to be sufficiently well founded to more than justify the independent action taken by Mr. Fraser-Smith on legal advice, in laying the matter before the Protector of Chinese.

A most careful analysis of the whole case and the Judge's summings-up convinces me thoroughly that the verdict was alike against the weight of evidence and his lordship's ruling; that there was nothing whatever to justify a conviction, and consequently that both Mr. Fraser-Smith and Mr. Ward have been unfairly convicted and are unjustly imprisoned. With regard to Mr. Fraser-Smith especially, there is not a scintilla of evidence of conspiracy in any form; he appears to have taken every precaution in dealing with the statement handed to the Registrar-General and in no way exceeded his legal rights, and this is the only matter in which his name appears throughout the whole business. The allegations of malice in a certain newspaper article are beyond the question, the said article having appeared long after the date on which the conspiracy is said to have been completed; and the other insinuations as to malicious motives are unworthy of a moment's consideration. A grievous injustice has been done, and these two men are suffering punishment and degradation for an offence which, it is quite apparent from the evidence, they never committed. One of the first principles of good government is even-handed justice, therefore it is to be hoped that His Excellency the Acting Governor will thoroughly investigate the matters dealt with above, and on discovering (as he must) that a wrongful verdict was returned by a small majority of the jury, exercise his prerogative by ordering the release of Messrs. Fraser-Smith and Ward from a punishment to which they ought never to have been subjected. In England twelve men have to be unanimous to find a person guilty of conspiracy; in Hongkong the veto of one man, whom it took forty minutes to talk over, is sufficient to ruin and degrade two innocent men for life. In England a minority of one is equivalent to an acquittal. When shall we have that much needed Court of Appeal for Criminal Cases? It is wanted badly in this colony.

I am, Sir,
Your's faithfully,

Hongkong, 22nd November, 1890.

THE RECENT DEATH IN THE GAOL.

The inquiry into the death of a Chinese prisoner, who died in Victoria gaol on the 7th inst., was continued by Mr. Wodehouse in the Gaol yesterday afternoon. The jurors were—Messrs. J. Armstrong, D. Wood, and E. Sequeira. Dr. Marques said—The prisoner was admitted to the gaol on the 7th of July. He then put him on light labour for one week, and on the 14th of July he was put on hard labour until the 5th of August. This was crank labour, the heaviest labour in his estimation, that is given for punishment. On the 5th of August he was put on light labour until the 20th of August, when he was again put on hard labour until the 27th of August. He was again put on light labour until the 13th of September, when he went on hard labour and remained so until he was sent to Hospital. On the 2nd of October he complained of diarrhoea, and he was prescribed for. On the 4th of October he said he was all right, and then had the usual light labour until the 14th of October when he was to have been passed for a flogging but, owing to his weak and ill appearance, he was not passed for it but sent to the Hospital on the following day, to be put under observation. On the 26th of October he complained of dysentery. I prescribed for him, and he improved a little, but had a relapse and died on the 7th November. The dysentery symptoms disappeared two or three days before he died, and it was then thought he was out of danger. The actual cause of death was syncope.

Dr. Canille said he held a post mortem of the deceased. The body was that of a young man. The internal organs were almost entirely destitute of fat. This was most marked. The heart was healthy, but the lungs were suffering from a bronchitis. The intestines were blackened, white, the liver was dark purple, the spleen the same and reduced to about one third its normal size. The kidneys were healthy. The lower four inches of the small gut and the whole of the large gut was the seat of dysentery. He was of opinion that the cause of death was exhaustion resulting from dysentery. He was of opinion that his treatment in gaol had something to do with his death. He considered his medical treatment after he was taken ill most judicious, and that the physical labour which he had to undergo was made suitable to his physique, but he thought the punishment inflicted, in the form of deprivation of diet, rendered him liable to succumb to any disease which might attack him. He thought that naturally the man was fairly strong. When he saw him, after death, he was extremely emaciated, attributable to the disease, but he was rather more so than he should have expected from mere dysentery. There were signs of insufficient nourishment, and the frame was altogether too emaciated for fourteen days dysentery. He had heard the details of his punishment, and was of opinion that they had led to do with his emaciated condition to a considerable extent. He was aware that the punishment of diet and water was 12 oz. per day; that punishment the tissues must waste. The punishment diet would not induce dysentery, but would render him more liable to succumb to it should he contract it. He had been informed that another prisoner in the same ward was suffering from dysentery at the same time, and that three days before the man died he was apparently recovering, that bread was served out in the regulation manner, and that the other man refused his bread as he had heard it was not good for him to take, but that the deceased ate not only his own bread but his fellow-prisoners'. If such was the case the act was sufficient to occasion the man's death. The man who refused the bread recovered.

Louis Flores, Hospital warder, said the statement made by Dr. Canille, with regard to the deceased eating the bread, was perfectly correct. The amount of bread served to each prisoner was half a pound.

Dr. Canille (re-called) said—The diet for prisoners on sentences of six months and under was only fit for men at absolute rest. For men on hard labour the food should be more generous. By absolute rest he meant a man ought almost to be in bed; the food being only sufficient for a man to take the amount of exercise absolutely necessary. The punishment diet was not sufficient even for a man at absolute rest. He considered the continuation for six days of penal diet injurious, but if one day's full ration intervened between the six days, the effect would not be so injurious. He considered six days should be the utmost length of treatment, and extension of that time, even with the intervention of one day's rations, would be highly dangerous. He did not think it possible that this man's death was caused by the treatment he underwent in prison, but he was of opinion that it aggravated the dysentery disease. He was of opinion that the treatment did not occasion the dysentery, it only rendered the disease the more serious. He was certainly of opinion that rice and water alone is an insufficient diet for natives in this country, no matter in what quantities it may be given.

This concluded the evidence. The jury found that deceased died of dysentery, and were of opinion that the continued deprivation of proper food, to which the deceased was subjected, greatly aggravated the disease from which he died.

HOW THE "KING" DIED.

An inquiry was held this forenoon at the Magistrate's by Mr. Wodehouse into the circumstances attending the death of Wong Leong, better known as the "King of Siam," and who at one time was employed by us as a dramatic critic, was found in an unconscious state with severe wounds about his head on the 6th instant, at the foot of an embankment near the top of Robinson Road, and taken to the Civil Hospital where he died on the 15th instant. Dr. Atkinson, Superintendent of the Civil Hospital said that the man when admitted to the Hospital was suffering from severe wounds about the head which could have resulted from a bad fall. Inspector Perry stated that there were no suspicious circumstances connected with the case as the unfortunate old man had evidently got off the road during the night and tumbled over the embankment into a side-channel which would inflict the injuries that were about his head. He was about 71 years of age, and was generally supposed to be insane. In his finding of "accidental death" Mr. Wodehouse said he was glad to notice that the Press had taken such kindly notice of the deceased. He was a most harmless old creature, and his death, he was certain, would be much regretted by all who had known him. Requested in place.

THE "WENCHOW" COLLISION.

Touching the latest collision case the Newchwang correspondent of the N. C. Daily News writes under date of the 19th inst. as follows:—"The first hard blow from the north commenced last night. It is snowing to-day, and the wind is moderating. Thus far there has been scarcely any frost, and the native prognostications of an early winter are not warranted by any of the signs apparent during the last few seasons. We hear that the *Wenchow* and *Toonan*, which were both badly damaged by collision on the 6th instant, are in a fair way of being patched up so that they will be able to leave before the winter sets in. The *Wenchow* did their work wonderfully well, considering they could not see in the muddy water, and it required more than ordinary powers of resisting cold. As to the cause of the collision, it would not be right to give an *ex parte* opinion, which might be as unjust as it is illegal; but one may feel surprised that such an accident took place in broad daylight, or as bright a morning as one could wish for, in waters that could hardly be called narrow, more particularly as both steamers were going the same way against the tide, both having good pilots and experienced pilots, and both well officered, etc. No doubt the *Wenchow* and the other will claim damages, and thus light may be thrown on the occurrence." The same contemporary on the 18th states that the *Wenchow* arrived here (Shanghai) yesterday from Newchwang, and anchored below the shipping.

JAPAN'S NAVAL FORCES.

The *Times* has a leading article under the heading of the "Japanese Navy," professing to be based on the remarks of an official in the Government. Says our contemporary—"The system of defence of a nation should be based on some standard or other. England for instance has war-ships of a gross tonnage of 940,000 tons, and stands above France in that respect; but if we deduct from the number some 300,000 tons for vessels required to defend our coast, ten or twelve per cent. of the total tonnage of England's fleet, and we are left with only 640,000 tons to defend the mother country. The tonnage of war ships possessed by France is about the same, and therefore the naval forces of England and France at home are equal and well-matched. There are other European nations which are equipped with navies for the defence of their coasts, but England and France are by far the greatest naval Powers in Europe. Now to solve the question of what shall be taken as a standard for the Japanese navy, we must consider what the naval forces of the other nations are. Looking at the different Oriental nations, we find that China is the only one powerful enough to enter the field with Japan; but to decide Oriental affairs now-a-days, we must consider the state of things in the West as well as in the East. Of the European Powers, England's interests require that she should act in combination with China, and Japan must therefore, in viewing the Chinese naval force, take it as well as the Pacific force of England. The eastern squadron of England is very powerful, and is the best of its kind in the world. It is the only one in the East; its force, though subject to occasional changes, may fairly be taken as something like 40,000 tons. China has numerous small ships of war stationed in her larger rivers, but as they are only fit for use in rivers and inland seas, we may take her tonnage of war ships over 400 tons at 80,000 tons. That is to say we shall not be much beyond the mark if we regard the combined naval forces of China and England as equal to 120,000 tons, and take the figure as the standard for deciding on the naval force necessary for the proper defence of our country. Now let us look at the present state of the Japanese Navy. The gross tonnage of ships of war over 400 tons is only 56,000 tons, a figure less than the Chinese by 24,000 tons and less than the united Chinese and English fleets by 64,000 tons; and as to our ships, with the exception of the two now in course of construction in France and one in Yokosuka, each of 3,000 tons, which will not be surpassed by any Chinese or English ship, the rest do not at all come up to the mark. There is here plain necessity for

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Hongkong, 15th November, 1890.

MARINE HOTEL

HONGKONG.

THE Undersigned begs to notify the Public of Hongkong and the Coast Ports, that THE MARINE HOTEL is NOW OPEN.

THIS FIRST-CLASS HOTEL is situated on the Praya West, opposite the Old P. & O. Wharf, and is newly built after the designs of the Largest European Hotels—the BEDROOMS, BATH-ROOMS, &c., are commodious, well ventilated and well furnished, and are suitable for Single or Married Persons. THE DINING ROOM is large and looks on the Harbour. THE TABLE D'HOTE will be supplied with the best of the market can provide. THE BAR and BILLIARD ROOMS are on the Ground Floor, and are fitted up in superior style. ENGLISH and AMERICAN TABLES.

WINE and LIQUORS of the best qualities and Brands only will be supplied. The Undersigned therefore begs the patronage of the Public, hoping to give every satisfaction.

JAS. EDWARDS, Proprietor.

Hongkong, 11th August, 1890.

Increasing our naval forces, the present state of which is truly miserable. To develop our naval force, we must have ships of war built, and the questions of what kind of ships are required, and how their power is to be computed, have to be considered. A good fleet should comprise all kinds of ships required for various emergencies, and the proper choice of ships to organize a fleet will much depend on the form and position of the country to be defended as well as the circumstances of possible enemies. Some say that as Japan is surrounded by seas numerous ships are required, and therefore, if necessary, ships should be sacrificed to number; but this is an incorrect view. Large ships of war are more effective than small vessels, and fighting ships, to be really effective, should be over 4,000 or 5,000 tons. England possesses numerous ships of war of several thousand tons; one the largest in the world at present, being as much as 14,000 tons. We should be guided by this, and keeping the size of the ships of the possible antagonist in view, should be able to form a proper opinion. Finally, for the calculation of our naval forces, we should take the tonnage as a basis instead of the number of ships.

VISCOUNT KAWAYAMA'S OPINION.

A few days ago, writes the *Yomiuri*, some persons calling on Viscount Kawayama, Minister of Marine, asked him whether the Bill for increasing the Navy, rumored to be now under deliberation in the Cabinet, would not necessarily add to the burdens of the people, and whether it might not be injudicious to bring forward such a scheme just when public opinion is in favour of reducing taxation. He was answered that those in office are well aware of the necessity of diminishing taxation and developing material resources, but the Navy of this country is at present insufficient to serve as a national defence, and without a sufficient national defence it is idle to talk of developing the material resources of the country. To make the Navy efficient is one of the means of enabling the people to prosecute their industries in peace and security. "When I think of the present condition of our Navy," the Viscount is represented to have said, "I am so tormented by anxiety that I can neither eat nor sleep."

The same journal reports that a Bill for increasing the navy will surely be one of the chief questions submitted to the Diet, and that a certain member of the House of Peers had remained with regard to the Bill that a proposal to increase the Navy is not unreasonable, but that to bring it forward in the first session of the Diet would not be a wise plan on the part of Government, because even those members of the House of Representatives who are personally well disposed to the proposition may be constrained to oppose it owing to the pledges given by them to their constituents. This nobleman therefore recommended the postponement of the Bill until the second session of the Diet.

KOREA.

The *Chinese Times* of the 8th instant contains a very able lecture on the objects and meaning of the Chinese Imperial mission lately dispatched from Peking to Seoul, the capital of Korea, from which we take the following summary:—"In the face of a strong Power, it says, China will allow her claim to suzerainty over one of her vassal States to gradually dwindle away into a tradition, while in the face of a weaker Power, like England, or a weak one like Korea, she will assert it vigorously. The despatch of two Imperial commissioners to Seoul, ostensibly to condole with the King of Korea on the death of the Queen-Dowager, is an unmistakable assertion of China's paramount power which certain foreign advisers have been trying to persuade the King of Korea to refuse to recognize. The King will have to come outside the city to meet the commissioners, and he will have to *honor* the Edict of Condolence, which will then be conveyed into the palace; not, as we understand the programme, through any gate or archway, but carried over the city wall on a bridge erected for the occasion and richly decorated with silk." The *Times* goes on to demonstrate how ably the Chinese have "convinced to preserve on their frontiers a conguity of friendly subject States," ruled by a "paper wall, but yet effectively. This worked very well until the advent of foreigners on the scene; but such a ceremony as that at Seoul has become an anachronism. Foreign Powers have made treaties with Korea as an independent State, and their representatives find their position at Seoul far below that of the Chinese Commissioners. The condition of things must become serious before long, and it would have been better for China, not to have thus emphasised her supremacy; for, no matter whose to blame for the actual situation—and we think China is very largely to blame, and the Western Powers scarcely less so—the ostentatious exercise by China of her suzerainty over a country where the Western Powers keep accredited representatives is an anomaly which cannot indefinitely continue."

Intimations.

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VISCOUNT KAWAYAMA'S OPINION.

A few days ago, writes the *Yomiuri*, some persons calling on Viscount Kawayama, Minister of Marine, asked him whether the Bill for increasing the Navy, rumored to be now under deliberation in the Cabinet, would not necessarily add to the burdens of the people, and whether it might not be injudicious to bring forward such a scheme just when public opinion is in favour of reducing taxation. He was answered that those in office are well aware of the necessity of diminishing taxation and developing material resources, but the Navy of this country is at present insufficient to serve as a national defence, and without a sufficient national defence it is idle to talk of developing the material resources of the country. To make the Navy efficient is one of the means of enabling the people to prosecute their industries in peace and security. "When I think of the present condition of our Navy," the Viscount is represented to have said, "I am so tormented by anxiety that I can neither eat nor sleep."

The same journal reports that a Bill for increasing the navy will surely be one of the chief questions submitted to the Diet, and that a certain member of the House of Peers had remained with regard to the Bill that a proposal to increase the Navy is not unreasonable, but that to bring it forward in the first session of the Diet would not be a wise plan on the part of Government, because even those members of the House of Representatives who are personally well disposed to the proposition may be constrained to oppose it owing to the pledges given by them to their constituents. This nobleman therefore recommended the postponement of the Bill until the second session of the Diet.

KOREA.

The *Chinese Times* of the 8th instant contains a very able lecture on the objects and meaning of the Chinese Imperial mission lately dispatched from Peking to Seoul, the capital of Korea, from which we take the following summary:—"In the face of a strong Power, it says, China will allow her claim to suzerainty over one of her vassal States to gradually dwindle away into a tradition, while in the face of a weaker Power, like England, or a weak one like Korea, she will assert it vigorously. The despatch of two Imperial commissioners to Seoul, ostensibly to condole with the King of Korea on the death of the Queen-Dowager, is an unmistakable assertion of China's paramount power which certain foreign advisers have been trying to persuade the King of Korea to refuse to recognize. The King will have to come outside the city to meet the commissioners, and he will have to *honor* the Edict of Condolence, which will then be conveyed into the palace; not, as we understand the programme, through any gate or archway, but carried over the city wall on a bridge erected for the occasion and richly decorated with silk." The *Times* goes on to demonstrate how ably the Chinese have "convinced to preserve on their frontiers a conguity of friendly subject States," ruled by a "paper wall, but yet effectively. This worked very well until

Mails.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN,
ISMAILIA, PORT SAID, MALTA,
GIBRALTAR, MARSEILLES, BRIN-
DISI, TRIESTE, VENICE,
PLYMOUTH, AND
LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA AND
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH
BILLS OF LADING FOR BATAVIA, PERSIAN
GULF PORTS, MARSEILLES, TRIESTE, HAM-
BURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
"CLYDE," Captain J. L. Parfitt, R.N.R., with Her
Master's Mails, will be despatched from this
for LONDON, via BOMBAY & SUEZ CANAL
on THURSDAY, the 27th inst., at NOON.

Cargo will be received on board until 4 P.M.,
Parcels and Specie (Gold) at the Office until
4 P.M., on the day before sailing.

Silk and Valuable Goods will be
transhipped at Colombo. General Cargo for
London will be conveyed via Bombay without
transhipment, arriving one week later than by
the ordinary direct route via Colombo.

Tea will be sent either via Bombay or
Colombo, according to arrangement.

For further particulars regarding FREIGHT and
PASSENGER apply to the PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY'S Office, Hong-
kong.

The Contents and Value of Packages are
required to be declared prior to shipment.

Shippers are respectfully requested to note
the terms and conditions of the Company's
Black Bill of Lading.

This Steamer takes Cargo and Passengers for
Marseilles.

E. L. WOODIN,
Superintendent.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Office, Hong-
kong.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA, AND
EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

THE Steamship
"BELGIC"
will be despatched for San Francisco, via
Yokohama, on TUESDAY, the 25th November,
at 1 P.M.

Connection will be made at Yokohama with
Steamers from Shanghai and Japan Port.

All PARCELS, PACKAGES should be marked to
address in full and same will be received at
the Company's Office until FIVE P.M. the day
previous to sailing.

First-class Fares granted as follows:—
To San Francisco.....\$125.00
To San Francisco and return, } 393.75
available for 6 months.....

To Liverpool..... 325.00
To London..... 325.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking
at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. This allowance does
not apply to through fares from China and
Japan to Europe.

Consular tickets to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office, addressed to the Collector of Customs,
San Francisco.

For further information as to Passage or
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVER-
LAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, AND SAN
FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for SAN FRANCISCO, via
YOKOHAMA on SATURDAY, the 6th Dec.,
at 1 P.M., taking Passengers and Freight for
Japan, the United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Indian Oceans
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of Steamers.

First-class Fares granted as follows:—
To San Francisco.....\$125.00
To San Francisco and return, } 393.75
available for 6 months.....

To Liverpool..... 325.00
To London..... 325.00
To other European Ports at proportionate
rates. Special reduced rates granted to Officers
of the Army, Navy, Civil Service, and the
Imperial Chinese Customs, to be obtained on
application.

Passengers by this line have the option of
proceeding Overland by the Southern Pacific
and Connecting Lines, Central Pacific, Northern
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embarking
at San Francisco for China or Japan (or
vice versa) within one year will be allowed a
discount of 10 per cent. from Return Fare.
This allowance does not apply to through
fares from China and Japan to Europe.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages will
be received at the Office until 5 P.M. same day;
all Parcel Packages should be marked, to ad-
dress in full; value of same is required.

Consular tickets to accompany Cargo des-
tined to Ports beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
No. 50A, Queen's Road Central.

C. D. HARMAN,
Agent.

Hongkong, 15th November, 1890.

Mails.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ
PORT SAID, BRINDISI, GENOA,
ANTWERP, BREMEN & HAMBURG.
PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS;
1890.

LONDON, NEW YORK, BOSTON,
BALTIMORE, NEW ORLEANS,
GALVESTON, AND SOUTH
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT
SOUTHAMPTON TO LAND PASSENGERS
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills
of Lading for the principal Ports in
RUSSIA.

ON SUNDAY, the 23rd day of November,
1890, at 11 A.M., the Company's Steamship
"BRAUNSCHWEIG," Captain A. Meier, with
MAILS, PASSENGERS, SPECIE & CARGO,
will leave this Port as above, calling at GENOA.

Shipping Orders will be granted till Noon.
Cargo will be received on Board until 4 P.M.
Specie and Parcels until 3 P.M., on 22nd
November. (Parcels are not to be sent on Board;
they must be left at the Agency's Office). Con-
tents and Value of Packages are required.

The Steamer has splendid Accommodation
and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.

Hongkong, 27th October, 1890.

CANADIAN PACIFIC STEAMSHIP
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM
HONGKONG, 1890.

(Subject to Alteration).

ABYSSINIA..... THURSDAY..... Dec. 4th.
PARTHIA..... THURSDAY..... Dec. 15th.
BATAVIA..... SUNDAY..... Jan. 25th.

THE Steamship
"ABYSSINIA,"
Captain Williamson, sailing at NOON, on
THURSDAY, the 4th December, will proceed
to VANCOUVER, via INLAND SEA, KOBE,
and YOKOHAMA.

RATES OF PASSAGE.
FROM HONGKONG, FIRST CLASS.

To Vancouver and Victoria.....\$170.00
To Port Townsend, Seattle, Tacoma.....\$173.00
To Portland, Oregon.....\$170.00
To Winnipeg, Minneapolis, St. Paul.....\$275.00
To Chicago, Kansas City, Milwaukee.....\$280.00
To St. Louis, Detroit, Cincinnati.....\$280.00
To Hamilton, Kingston, London (Ont.),
Ottawa, Toronto, Montreal, New
York, Albany, Buffalo, Niagara,
Falls, Baltimore, Philadelphia and
Washington.....\$390.00

To Quebec, Boston, Portland (Maine).....\$295.00
To Halifax, St. John's.....\$305.00
To Liverpool.....\$325.00
To London, via Liverpool.....\$330.00
To Paris and Bremen.....\$345.00
To Havre and Hamburg.....\$345.00

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic lines
of steamers.

Special rates (first-class only) are granted to
Members, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in service of China and Japan, and to
Government officials.

Return Tickets.—First and second class only.
—Prepaid return tickets to Pacific Coast Points,
and to Eastern and Interior Points of Canada
and U.S.A. will be granted, available for—
6 months at 25 per cent. off Return Fare.
—30 per cent.

(Times reckoned from the date of landing to
date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Points and to In-
terior and Eastern Points of Canada and U.S.A.
not holding prepaid return tickets but who re-
embark within 12 months from date of landing
at Vancouver will be allowed 10 per cent. off
the return fare.

Prepaid return tickets to European points will
be issued available for 12 months at double
fares (Mexican Dollars).

CARGO.—Through Bills of Lading issued to
Japan, Pacific Coast Points, and to Canadian
and United States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the care of D. E. BROWN, Assistant General
Freight and Passenger Agent, Canadian Pacific
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with
address marked in full by 5 P.M. on the day
previous to sailing.

For further information as to Passage or
Freight, apply to
ADAMSON, BELL & Co.,
Agents.

Hongkong, 20th November, 1890.

Masonic.

ST. JOHN LODGE
OF HONGKONG,
No. 618, S.C.

AN EMERGENCY MEETING of the above-
named Lodge will be held in FREEMAN'S
HALL, Zealand Street, on MONDAY NEXT,
the 24th instant, at 8.30 for 9 P.M. precisely.
Visiting Brethren are cordially invited.

Hongkong, 20th November, 1890.

Notices of Firms.

CHINA TRADERS' INSURANCE
COMPANY, LIMITED.

I HAVE this day resumed Charge of the
Company.
By order of the Board,
W. H. RAY,
Secretary.

Hongkong, 18th November, 1890.

Geo. Fenwick & Co.,
LIMITED,
VICTORIA FOUNDRY, WANCHAI.

ENGINEERS, IRON and BRASS
FOUNDERS, GOVERNMENT & GENERAL
CONTRACTORS, &c.

Established 1850.
Hongkong, 20th January, 1890.

Intimations.

Notice to Consumers

THE PREPARATIONS OF
L. LEGRAND ORIZA-PERFUMERY
11, Place de la Madeleine, PARIS
Formerly 207, Rue Saint-Honore

Such as: ORIZA-OIL, ESS. ORIZA, ORIZA-LACTE, CREME-ORIZA,
ORIZA-VELOUTE, ORIZA-TONICA, ORIZALINE, ORIZA-SOAP

HAVE BEEN SUCCESSFUL IN OBTAINING THE PATRONAGE OF THE PUBLIC BECAUSE:
1. Their manufacture is supervised with the greatest care;
2. Their qualities are unequalled and their perfumes sweet.

As, in order to profit by their great reputation, the Oriza preparations have been
counterfeited.

we warn Consumers not to let themselves be deceived.
The genuine preparations are sold by all respectable Perfumers and Druggists.
Illustrated Catalogue sent from Paris post-free.

NO MORE TOOTHACHE.

the Dentifrice Mixture, Powder and Paste
OF THE
R.R.P. BENEDICTINES

of the ABBEY OF SOULAC (Gironde, France)
DOM MAGUELONNE, Prior

2 GOLD MEDALS: Brussels 1880—London 1884
THE HIGHEST REWARDS
INVENTED BY
1373 FERNET-BRANCA

"The daily use of a few drops of
the Dentifrice Mixture of the
Benedictines will cure the
most obstinate toothache, and
perfectly fortify and restore
the teeth, which are whitened and
consolidated, while the gums are
perfectly fortified and restored."

It is a real service rendered to
our readers to point out to them
this old and useful preparation,
the most effective, and the only
preservative from all dental
disorders.

Established 1807. SEGUIN 3 rue Huguerie, 3
BORDEAUX

May be had at all good Perfumers, Chemists
and Druggists of the World.

FOLLET'S SYRUP

suppresses
the pains or insomnia caused
by Neuralgia, Gout, Migraine, Asthma,
Cough, Fatigue of the brain, Nervous
irritation, Mental prostration, the heat
of climate, etc. Follet's Syrup pro-
cures a deep sleep analogous to the
normal sleep; its employment does not
expose to any of the inconveniences of
opium or of morphia.

It is the best form for the administration
of Chloral; its preservation is per-
fect and, thus prescribed, it does not irri-
(Formula of professor Bouchardat.)

Follet's Syrup is sold in nearly all the pharmacies of all countries, and is prepared by
the Firm of L. Frere, 19, rue Jacob, Paris, who obtained the highest recognition (gold medal)
at the International Exhibition of 1889, at Vienna, at Paris, etc.

Agents in Hongkong:—
A. S. WATSON & Co., Ltd.

DAKIN BROS. OF CHINA, Ltd.

PURE ICE.

IN from two to three minutes, by the Pulse-
meter, Engineering Co.'s Champion Hand Ice-
Making Machine.

NO FREEZING POWDERS REQUIRED.
Will Ice Carafes in one minute, and make
Block Ice and Ice Cream, Ice Sparkling Wines,
Soda Water, Beer, etc.

The No. 1 Machine is very portable and
compact—Measurements 24" by 18" by 12".
The No. 1 Machine can be seen and tried, and
prices ascertained at the Office, No. 12,
D'Agular Street.

All Machines tested by actual Ice-making
before delivery.

G. RENNIE STEWART,
Agent, Hongkong.

Hongkong, 28th August, 1890.

G. RENNIE STEWART,
MANUFACTURERS' AGENT AND GENERAL
COMMISSION MERCHANT,
12, D'Agular Street, Hongkong.

AGENT FOR
J. & R. HARVEY & Co., Dundashill
McKenzie, Discol & Co. Wine Shippers,
Jercs de la Frontiere, and Oporto.
Valencia Iron & Steel Co., Glasgow.
Pulsemeter Engineering Co., London, Ice
Machines.

Wilson & Baird, Engineers' Ironmongers,
Glasgow.
Boyd & Robertson, Tweed Mills, Selkirk.
Clark Brothers, Tweed Mills, Galashiels.

Estimates given for supplying and fitting up
Machinery for Mills and Factories.

Illustrated Catalogues and Price Lists for all
kinds of Engineering Machinery, Soda Water
Machinery, Steam and Hand Sawing Machinery
and Wood Working Machinery, Bottling and
Corking Machines, Cooking Stoves and Ranges,
Lamplighters, etc., Canned Goods, Felt and Pith Hats
and Hosiery, Palates, Oils, Varnishes, Enamels,
etc., etc.

Samples of Wines, Spirits, Woolen Goods,
Linen, Floor Cloth, Machinery Belting in
Leather, Rubber, and Patent Roughened
Hair, Patent Scandinavian Belt Guides, Engine
Packing, Rubber Sheets, Valves and Washers,
etc., etc., can be seen and prices ascertained at
the above address.

The Pulsemeter Engineering Co.'s No. 1
Champion Hand Ice-Making Machine can also
be seen and tried.

Hongkong, 28th August, 1890.

J. & R. HARVEY & Co.,
DUNDASHILL DISTILLERS, GLASGOW.
Established 1770.

SCOTCH WHISKIES.
Finest Pure Malt Scotch Whisky.
G.H.M. Old Highland Malt Whisky.
F.O.S. Fine Old Scotch Whisky.
V.O.S. Very Old Scotch Whisky.

Messrs. HARVEY & Co.'s Pure Malt
Whiskies have for over fifty years com-
manded the largest sale in the English Market.
OF ANY WHISKY made in Scotland, and
being thoroughly matured in Sherry Wood are
very mild and mellow, and are confidently
recommended where a Pure, Wholesome Spirit
is desired.

Over one million Gallons produced annually.
For Prices and Samples, apply to
G. RENNIE STEWART,
12, D'Agular Street, Hongkong.
Sole Agent for China and Japan.

Hongkong, 18th August, 1890.

W. S. MARTEN,

ARTISTIC DECORATOR,
AND
HOUSE AND ESTATE AGENT,

2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1890.

NOTICE.

PATENT "GLACIER" WINDOW DECO-
RATION for producing the effect of
Stained Glass on Ordinary Windows. The most
permanent, most effective, and easiest to affix
of all substitutes for Stained Glass, and yet the
Cheapest.

MANUFACTURERS:
MC'CAW, STEVENSON & ORR (LTD.)
LINENHALL WORKS,
BELFAST,
Ireland.

W. S. MARTEN,
2, Duddell Street,
SOLE AGENT FOR HONGKONG.

Sample Window on view at Mr. MARTEN'S
Office.

Hongkong, 24th October, 1890.

NOTICE.

HONGKONG & WHAMPOA
DOCK COMPANY,
LIMITED.

SHIPMASTERS AND ENGINEERS
are respectfully informed that, if upon
their arrival in this Harbour any of the
COMPANY'S FOREMEN should be at hand,
ORDERS FOR REPAIRS, if sent to the HEAD
OFFICE, No. 14, Praya Central, will receive
prompt attention.

In the event of complaints being found
necessary, communication with the Undersigned
is requested, when immediate steps will be taken
to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.

Hongkong, 24th August, 1890.

NOTICE.

JAY'S SANITARY COMPOUNDS
COMPANY, LIMITED.

JAY'S WOOD PRESERVER OR
ANTISEPTIC PAINT.

THE Undersigned have this day been
appointed SOLE AGENTS for the sale
of these PERFECT DISINFECTANTS, and
are prepared to supply quantities to suit
purchasers, at Wholesale Prices. Extra Special
Terms for Shipping and Large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief
Sanitary Engineer, Local Government Board,
London, says
"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 14th June, 1890.

Auctions.

RACING.
IMPORTANT SALE OF A WELL-KNOWN
RACING STUD.

THE SHANGHAI HORSE BAZAAR
COMPANY, LIMITED.

HAVE been favored with instructions from
J. D. HUMPHREYS, Esq., to Sell his
Racing Stud by Public Auction, at the Bazaar,
Shanghai, on

WEDNESDAY,
the 26th November, 1890.

The Stud comprises the following well-known
Racing celebrities:—

"VOLCANO."
Winner of The Pagoda Cup, 1½ Miles, Shanghai
Autumn, 1889.

Winner of Fochow Cup, 2 Miles, Hongkong,
1890.

Winner of Exchange Plate, 1½ Miles, Hongkong,
1890.

Winner of Match V. Susewind, 1½ Miles, Hong-
kong, 1890.

Winner of Club Cup, 2 Miles, Shanghai Autumn,
1890.

"VAGRANT."
Winner of The Racing Stakes, 1½ Miles, Shang-
hai Spring, 1890.

"VIGOUR."
Winner of The Manchu Stakes, 1½ Miles,
Shanghai Autumn, 1889.

Winner of Metropolitan Cup, 1½ Miles, Shanghai
Autumn, 1890.

"VISITANT."
Winner of The Griffins, 1 Mile, Shanghai Spring,
1889.

Winner of The China Cup, 1 Mile, Shanghai
Spring, 1889.

Winner of Chao-Shang-Kluk Cup, 1 Mile,
Shanghai Spring, 1889.

Winner of The Autumn Cup, 1 Mile, Shanghai
Autumn, 1889.

"GRANTHAM."
Winner of The Mongol Cup, 1½ Miles, Shanghai
Autumn, 1889.

Winner of Criterion Stakes, 1 Mile, Shanghai
Spring, 1887.

Winner of Criterion Stakes, 1 Mile, Shanghai
Autumn, 1888.

"VICTOR."
Winner of Cosmopolitan Cup, 1½ Miles, Shang-
hai Autumn, 1889.

"VISITATION."
Winner of The China Cup, 1 Mile, Shanghai
Autumn, 1889.

Winner of Chao-Shang-Kluk Cup, 1 Mile,
Shanghai Autumn, 1889.

"VATICINATOR."
Winner of The Manchu Stakes, 1½ Miles,
Shanghai Spring, 1890.

Winner of The Champion Stakes, 1½ Miles,
Shanghai Spring, 1890.

"DEFIANCE."
Winner of St. Leger, 1½ Miles, Tientsin.
Winner of The Champions, 1½ Miles, Tientsin.

Winner of The Tao-tai's Cup, 1 Mile, Shanghai
Spring, 1889.

"VERNAL."
Winner of The Vantage Stakes, 2½ Miles,
Shanghai Spring, 1890.

"VENGER."
Winner of The China Cup, 1 Mile, Shanghai
Autumn, 1888.

Shanghai, 15th November, 1890.

Insurances.